paragraph:

-- A control block 22 and 23, respectively, is arranged at the front and at the rear of the tracklaying vehicle 1. By analogy with Fig. 1, the block is designed with an electrohydraulic drive 18 as the accessory drive 6. These control blocks 22, 23 serve, for instance, to operate an adjusting means for push frame, or device carrier, which are not illustrated for the sake of simplicity. Reference numerals 9 and 18a outline only the principle of a front snow plow blower to be arranged on the corresponding front device carrier 18a of the tracklaying vehicle 1. --

Please replace the paragraph beginning on page 16, line 11 with the following rewritten paragraph:

-- Further additional devices or vehicle components, such as track tensioner 56, parking brake 58, snow plow blower 62 or the like, are shown in Figs. 3, 4 and 5. --

IN THE CLAIMS:

Please amend claim 1 as follows:

1. A piste-maintenance tracklaying vehicle comprising a vehicle control unit and an internal combustion engine which is drivingly connected via a gear to a drive sprocket of at least one track, and accessory drives for additional devices that are mountable on said tracklaying vehicle, and/or for vehicle components, such as a tilting device for a platform and driver's cab or track tensioner, with an internal combustion engine being connected via a generator and at least one electric motor and a gear to each drive sprocket, and in overrun mode an electric motor being switchable as a current generator for accessory drives designed as electrohydraulic or electric drives, wherein at least said electric drive for a shaft of said additional device is electrically

synchronized with the electric motor of said drive sprocket through the vehicle control unit.

Please amend claim 2 as follows:

2. The tracklaying vehicle according to claim 1, wherein each drive sprocket is drivingly connected to a separate electric motor.

Please amend claim 3 as follows:

3. The tracklaying vehicle according to claim 1, wherein the planetary gear is arranged between the electric motor and the drive sprocket.

Please cancel claim 4 without prejudice or disclaimer.

Please amend claim 5 as follows:

5. The tracklaying vehicle according to claim 1, wherein said tracklaying vehicle is designed with an energy buffer fed by said generator or by said electric motor which operates as a generator.

Please amend claim 6 as follows:

6. The tracklaying vehicle according to claim 1, wherein said tracklaying vehicle further comprises an electronic high-performance means for controlling travel engines or motors and/or accessory drives.

Please amend claim 7 as follows:

7. The tracklaying vehicle according to claim 1, wherein said internal combustion engine comprises an electronic engine control.

Please cancel claim 8 without prejudice or disclaimer.

Please amend claim 9 as follows:

9. The tracklaying vehicle according to claim 6, wherein said electronic high-performance means is centrally arranged in said tracklaying vehicle for distributing energy to all consumers and for energy feedback.

Please amend claim 10 as follows:

10. The tracklaying vehicle according to claim 1, wherein all components of said tracklaying vehicle are composed in the manner of modules.

Please cancel claims 11-16 without prejudice or disclaimer.

Please amend claim 17 as follows:

17. The tracklaying vehicle according to claim 6, wherein a heating means of said tracklaying vehicle is fed with waste feed from the motors of the hydraulic system and/or said electronic high-performance means.

Please amend claim 18 as follows:

18. The tracklaying vehicle according to claim 6, wherein said tracklaying vehicle comprises at least one setpoint transmitter for at least the desired traveling speed.

Please amend claim 19 as follows:

19. The tracklaying vehicle according to claim 18, wherein said electronic high-performance means or a vehicle control unit, respectively, is connected to said setpoint transmitter and comprises an electronic evaluation means at least for determining consumption-optimum speeds for said internal combustion engine.

Please cancel claims 20 and 21 without prejudice or disclaimer.

Please amend claim 22 as follows:

22. The tracklaying vehicle according to claim 18, wherein said setpoint transmitter is designed as an accelerator for controlling speed and for braking purposes.

Please amend claim 23 as follows:

23. The tracklaying vehicle according to claim 18, wherein a predetermined setpoint is a setpoint of the electric motor speed.

Please amend claim 24 as follows:

24. The tracklaying vehicle according to claim 23, wherein the setpoint is convertible by the electronic means into a speed which is predetermined for said internal combustion engine.

Please amend claim 25 as follows:

25. The tracklaying vehicle according to claim 6, wherein said electronic means comprises a characteristics control for determining the consumption-optimum speed.

Please amend claim 26 as follows:

26. The tracklaying vehicle according to claim 1, wherein said vehicle has a safety logic for starting and stopping purposes, said logic sensing at least the position of a traveling direction switch, the actuation of said accelerator and of said parking brake.

Please amend claim 27 as follows: Previously cancelled

27. The tracklaying vehicle according to claim 1, wherein said parking brake is automatically operable.